

Public Involvement

The Cheyenne EA study team met with the public and a citizens’ advisory committee throughout the development and refinement of the alternatives.

Public Meetings		Citizens’ Advisory Committee Meetings			
May 2000	January 2001	October 2000	December 2001	January 2001	May 2001

Public Comments Regarding Alternatives

Cheyenne	The majority of public comments do not support this alternative. The proximity to Indian Hills School causes safety concerns.
Leo-Harper	Several public comments support this alternative. Some residents are concerned about more traffic through Ross Park. This was a project-wide concern and not specific to this alternative. This alternative was selected as the Preferred Alternative
Shoshoni	Several public comments support these alternatives. The proximity to the Edson Fichter Nature Area removed these options from consideration. Under the National Environmental Policy Act (NEPA), if another viable option is available, the project team must avoid these types of public recreation areas.
Hildreth	Several public comments support these alternatives — but in the future. Some residents are concerned these alignments are too far from the current crossing to be effective.

The City of Pocatello and the Idaho Transportation Department (ITD) would like to hear your comments about the project. Comments can be e-mailed to gwen.smith@itd.idaho.gov by October 31, 2005 (please include your name and address). Comments can also be mailed to Gwen Smith, Public Involvement Coordinator, Idaho Transportation Department, P.O. Box 7129, Boise, Idaho, 83707. Written comments must be postmarked by October 31, 2005.



Cheyenne Overpass Project Team
3995 South 700 East, Suite 100
Salt Lake City, UT 84107



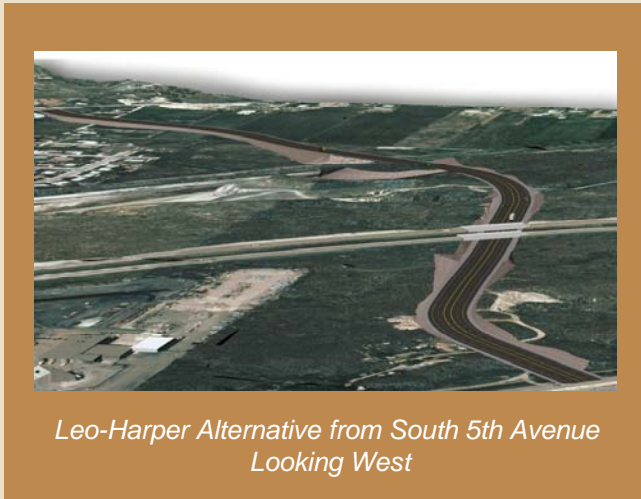
Cheyenne Overpass Study Released

Project History

It’s been a long road, but the City of Pocatello recently completed the Cheyenne Overpass Environmental Assessment (EA). The name reflects the original intent of the project. The project was initiated in 1999 to look for ways to improve safety at the at-grade Union Pacific Railroad crossing on Cheyenne Avenue in Pocatello. Since that time, the City of Pocatello has been working to complete the Environmental Assessment for the project.

What Is an Environmental Assessment?

An Environmental Assessment is a study that develops possible solutions or alternatives that will meet the purpose of the project and address the needs for the project. The study then looks at how the possible solutions will affect the surrounding natural and human environments.



What Is the Preferred Alternative?

The Cheyenne Overpass EA looked at several alternatives to improve safety and reduce traffic delays at the crossing as well as solutions to improve east-to-west travel through the area. The EA suggests the preferred alternative is to build a new alignment and overpass called the Leo-Harper Alternative northwest of Cheyenne Avenue. The existing Cheyenne Avenue railroad crossing would then be closed and the public would use the Leo-Harper overpass to cross the tracks. The Leo-Harper Alternative would be constructed in two phases as funding becomes available (see page 3).

Project Area



Purpose of the Project

- The purpose of the project is the following:
 - Eliminate the traffic delays and safety concerns at the Cheyenne Avenue at-grade railroad crossing.
 - Improve east-west travel in the area.

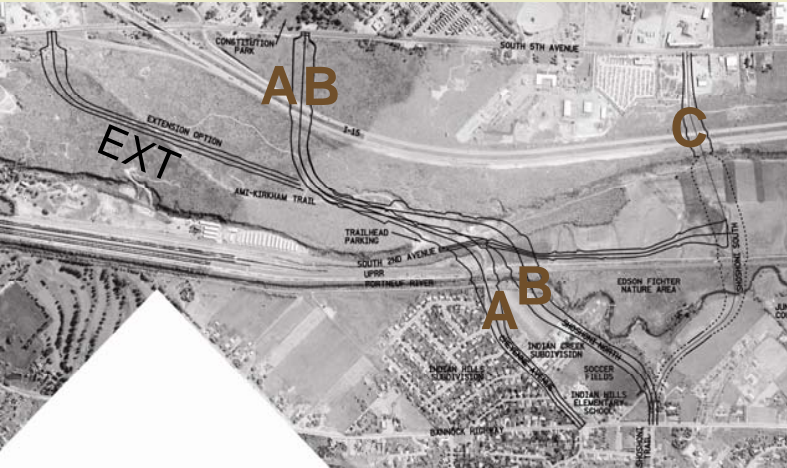
Needs That Must Be Addressed

- The at-grade rail crossing limits and slows east-west travel.
- The Long-Range Transportation Plan identifies the Cheyenne Avenue crossing as a barrier to mobility in the Indian Hills–Johnny Creek area.

Alternatives Considered

Several alternatives were considered to address the needs of the project. The alternatives considered were:

Northern Project Area



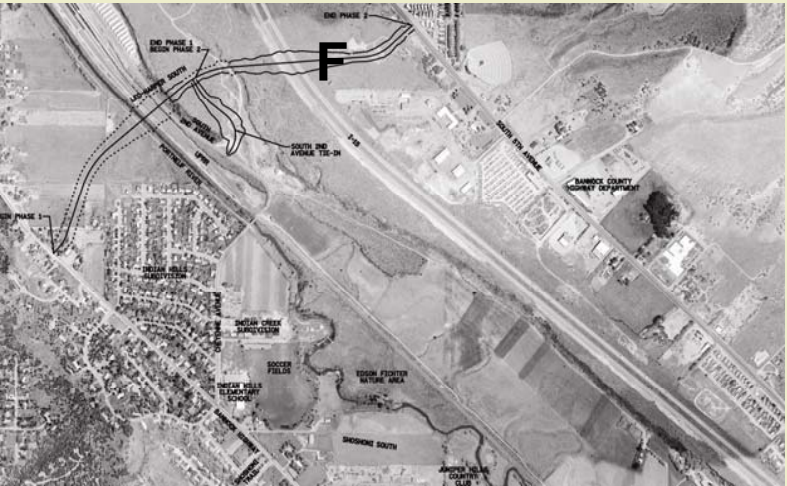
- A - Cheyenne Avenue Alternative
- B - Shoshoni North Alternative
- C - Shoshoni South Alternative
- (EXT - An Extension option was also proposed to avoid a tunnel under I-15)

Southern Project Area



- D - Hildreth North Alternative
- E - Hildreth South Alternative

The following alternative and a no-build alternative were carried forward for detailed analysis in the EA:



- F - Leo-Harper Alternative
- No-Build Alternative (carried forward for a baseline comparison)

Project Impacts

The matrix below is one tool used to compare alternatives.

Impacts	*High more impacts, Low fewer impacts	Alternatives Not Carried Forward for Detailed Study						Alternatives Carried Forward	
		Cheyenne Avenue	Shoshoni North	Shoshoni South	Hildreth North	Hildreth South	Extension Option	No-Build	Leo-Harper
Residential relocations		8	6	2	0	0	0	0	0
Safety concerns		High*	High	Moderate	Low	Low	Moderate	Low	Moderate
Noise impacts (affected receptors)		6	4	2	1	1	3	0	3
Section 4(f) (recreational) (acres)		None	None	0.7	None	None	None	None	None
Section 4(f) (historical/archaeological)		3 sites	1 site	None	1 site	None	None	None	None
Visual impacts		High	High	Moderate	Moderate	Moderate	High	Low	High
Vegetation loss (acres)		9.3	14.3	3.5	4.8	6.5	5.4	None	7.8
Meets projected traffic needs		Yes	Yes	Yes	No	No	Yes	No	Yes

Phases of Construction

Phase 1

- Construct a five-lane, east-west road from Bannock Highway to South 2nd Avenue.
- Tie in to the existing South 2nd Avenue alignment.
- Close the existing Cheyenne Avenue railroad crossing and remove the bridge over the Portneuf River.
- Cheyenne Avenue would dead-end just west of the existing Portneuf River bridge crossing.

Phase 2

- Extend the five-lane roadway from South 2nd Avenue to South 5th Avenue.
- Cross under I-15.

Phase 1 – Artist’s Rendering



The design for the South 2nd Avenue tie-in ramp varies slightly from this rendering.

Phase 2 – Artist’s Rendering



The design for the South 2nd Avenue tie-in ramp varies slightly from this rendering.

Project Schedule

Scoping	Impact Analysis	Document Release	Decision Document	Final Design & Construction Phase 1	Final Design & Construction Phase 2
May 15, 2000 – July 31, 2000	August 2000 – March 2005	May 15, 2005	Fall 2005	Fall 2005 – Fall 2007	Undetermined
Issues and potential solutions were identified. A 75-day public comment period was initiated.	Analysis of how the potential solutions would impact the surrounding environment. A Preferred Alternative was selected.	The environmental document was available for public review and comment for 30 days.	Federal Highway Administration determines if there is a Finding of No Significant Impacts (FONSI) or if more analysis is required.	If the deciding agencies release a FONSI, final design and construction proceed.	When Phase 1 is completed, the City of Pocatello will work to identify funding for Phase 2 design and construction.

The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency. For accommodations call Gwen Smith (208) 334-4444; TTD (208) 334-4458.

Copies of the EA are available for review at the following locations:

Pocatello City Hall (Building Dept. Counter) 911 N. 7th Ave. Pocatello	ITD District 5 (Front Desk) 5151 S. 5th Avenue Pocatello	Marshall Public Library (Reference Desk) 113 S. Garfield Pocatello
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The EA as well as other project-related information are also available on the ITD Web site at www.itd.idaho.gov/getinvolved/d5/CheyenneOverpassEA.